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Boost

The Rose Technic

Rose Polytechnic Institute

The Technic

Vol XXX

TERRE HAUTE, INDIANA, OCTOBER 6, 1920

NUMBER 1

FOOTBALL

Merom, Earlham and Wabash, the next three opponents of the Engineers make up a trio that have been admirably arranged in order for Rose Poly victories. Merom should be easy for our warriors next Saturday. Earlham will have a real football team and will demand a strong eleven as a conqueror. Wabash will be tough.

It might be well to bolster up the Rose hopes by cheery predictions in this issue of The Technic, but they would be in a large measure unfounded as every loyal supporter knows. The writer therefore considers the following observations concerning the strength of the 1920 eleven warranted.

Prospects are not as bright as they might be. Among the men who are at present representing Rose upon the gridiron are several stars of the first caliber and a like number of athletes very green at the college game. The backfield has been hard hit by the loss of Roland Dix, injured in the Alumni game. The line has suffered due to injury to Earl Moses, star end, and "Dutch" Krausbeck, tackle, and the scarcity of suitable end material.

However, these are the shadows. Also the sun at times shines. With the first I. C. A. L. game but a week away and Rose already returned defeated in the opening collegiate game of the year, the knocker can certainly find room to knock. But the BOOSTERS HAVE FOUND ROOM TO BOOST. The team is to a certain extent green and light but no finer exhibition of fighting spirit was ever shown than that which held St. Louis University to one touchdown Oct. 3. St. Louis—a team that outweighed the Engineers 20 pounds to the man.

The squad never worked harder than it is working at the present time. The holes left by graduation and the injured regulars are being filled by new men who are on their toes and fighting hard every minute of the time. If Rose has not started the season with exceptional brilliance it has been because such a thing was physically impossible. The St. Louis defeat has not disheartened the team. It came through without serious loss, and learned a lot. Profiting by experience and another week of training it will beat Merom Saturday and then go after Earlham at Richmond. By the time Wabash reaches Terre Haute, the crimson will have a chance to look at a football team.

The above will happen provided the high morale of the football squad is maintained, and it can be safest maintained through staunch support from the students. Forty men in varsity or "Tech" team uniforms on Rose Field this week gave evidence of a strong inclination by students to PLAY football. But there must be more than that. There must be the PREDOMINANT IMPULSE TO SUPPORT THE TEAM, evinced by the mass of the student body.

On the exterior the prospects are

glum. The 1920 squad is up against a hard up-hill fight to win through a tough schedule, with Normal taking it easy and laying for Rose at the finish. However the football men are out to win. Shall WE get behind them now or let them go it alone?

Fifty men went to St. Louis. Let's have 250 behind the team when it faces Merom and not fifty less when it tackles Earlham. And finally, do not forget what Wente said—ROSE MUST BEAT WABASH.

Paste This In Your Hat

THE SCHEDULE.

Oct. 9—"Tech" Team vs. Garfield High at Rose.
Rose Poly vs. Merom at Rose.
Oct. 16—Earlham at Richmond.
Oct. 23—WABASH at ROSE.
Oct. 30—Franklin at Franklin.
Nov. 16—St. Xavier at Cincinnati.
Nov. 13—BUTLER at ROSE.
Nov. 20—Osteopathy College at Kirksville.
Nov. 25—NORMAL at I. I. I. LEAGUE PARK (tentative).

THE ROYAL BUMMING ORDER OF THE FIGHTING ENGINEERS.

This great organization was founded by fifty fighting engineers at St. Louis, Mo., on Oct. 2nd, 1920, at 2:30 p. m. It is not necessary to go into detail as to just how they got there, for it would fill a book. However, it may be mentioned that hardships were many but a German shell curtain could not have stopped this adventure.

Charter Members.

Sargeant "Paddy" Kearns, Grand Chief of Bums; "Bill" Junker, "Russ" Stockmaster, "Ray" Biller, "Hac" Clark, "Jess" Downen, "Duke" Epps, "Hu" Goodman, "Bob" Sewell, "Bo" Greenbaum, "Sid" Reibel, "Mal" Scott, "Bob" Hartough, "Priny" Williams, "Red" Wilson, "Ernie" Danner, "Bill" Downen, "Ken" DeBois, "Bill" Dedert, "Leo" Sherwood, "Swede" Dahlginst, "Hal" Stanton, Glenn, "Stutz" Lentz, "Leo" Flaherty, "Ed" Thompson, H. C. Stock, Ralph Cramer, D. X. Adams, W. Weaver, J. Snyder, Gordon Hardin, "Red" Wallace, Freers, L. C. Armantrout, P. G. Kraut, "Sag" Stockmaster, L. Maeling, "Jack" Hocker, "Len" Quinlin, "Art" Griepentstroh, "Fat" Jean, "Chas." Haupt, "Fritz" Matteson, "Johnnie" Jackle, "Bob" Hendrick, "Bogy" Bogardus, "Norm" Boyd.

Every Rose man is eligible for the R. B. O. F. E. Anyone making a trip with the team, "A La Box Car," will be voted in after said trip is successfully completed.

Those who complete all trips this football season will be awarded a magnificent medal.

Next adventure, Oct. 16th, Richmond, Ind.

Rose vs. Earlham.
Be There.



THE SCRAPS

"Ha...ere's de meat!"



Freshmen Are Victors in Lively Class Scrap

ELECTION OF OFFICERS

The following men have been elected officers of the various classes:

Senior Class.

President—Claude Gray.
Vice-President—Hubert Goodman.
Secy-Treas.—William Merry.
Athletic representatives—Joe Engelhard, Herman Krausbek.

Junior Class.

President—Willis Williams.
Vice-Pres.—Carl Royer.
Secy-Treas.—Robert Failing.
Athletic Representatives—Lester Reinhard, William Dedert.

Sophomore Class.

President—Roland Dix.
Vice-Pres.—Robert O'Neal.
Secy-Treas.—Morris Loser.
Athletic Representatives—Richard Hager, H. T. Lentz.

Freshman Class.

President—Samuel Forsythe.
Vice-President—R. Fritterer.
Secy-Treas.—F. Bogardus.
Athletic Representatives—Charles Boland, Max Skeeters.

ELECTRIC FLASHES

The application of electricity to oil well operation, the success of which has been due to a large extent to the development of special motor equipments, has proved highly valuable both in increasing production and in having time and money.

It is now possible for any doctor to transport an entire X-ray outfit, packed in four hand-borne units, to any home wired for electricity, and produce radiographic results as good as those secured in a completely equipped X-Ray laboratory.

Water power saved more than 22,000,000 tons of coal in 1919, according to the returns received from about 2800 power plants by the Geological Survey.

A comparison of performance of the motive power of the New Mexico with that of other battleships, shows marked economy in favor of the electric drive. At 12 knots speed, the consumption in tons of oil per day was 75 tons for the New Mexico as compared with 100 tons for the cruising turbines and 118 tons for the main turbines of the Arizona and with 99 tons for the cruising turbines and 115 tons for the main turbines of the Mississippi. At 19 knots the consumption of the New Mexico was 263 tons, of the Mississippi main turbines, 305 tons, and of the Idaho main turbines, 310 tons per day.

JUNIOR ELECTION

The Junior Class met Sept. 22 to elect officers for the year. The following officers were elected: "Privey" Williams, president; Carl Royer, vice president; Bob Failing, treasurer; "Ick" Reinhard and Bill Dedert, athletic representatives.

The annual class skirmish this year was, from point of numbers, more nearly equal than usual, consequently very hard fought. To take up the main go of Thursday night without alluding to the preliminary of the night previous would be leaving out something, to say the least. The Sophomore's yearly ambition to lure away Freshmen till after the big scrap was scarcely realized and Wednesday night found both classes in masse at their respective meeting places, the same being the T. X. House and Collett Park. Whether by previous arrangement or not both classes with their coterie of able upper class assistants, conveyed on Wiley H. Campus, having traversed the darkest streets in their journey downtown. Aided by obliging spot and flash lights a merry battle was soon in progress and unwilling captives on their way to the country. Neither side gained especial predominance, and gasping for breath the ones on top reluctantly rolled off their equally breathless foes to call it off and even. No one seemed to have travelled very far on the previous night for on Thursday night about the same number of contenders met again under slightly different circumstances. The same numbers, same not meaning all of either class by any means! Having elected "Jack" Wilson scrap captain, the "Frosh met at McLean School and proceeded to deck out their visayers in the fashion prescribed—black crosses on foreheads, noses surmounted with black bands. Grease, too, was in evidence, also several Juniors. Having enumerated 54 noses the battalion was on its way after a half hour's delay and put in its tardy appearance north of the Chem. Lab. at precisely 8:40. The Sophs having duly prepared themselves around a suitable light pole and floating their token of disdain from its mast, laid leisurely around awaiting trouble. It came from a slightly different direction than anticipated and with a whirlwind rush. Before going further it might be clarifying to state that there were several spectators, to the number of possibly 500, pressing wilfully against the cordon of upper classmen who attempted to protect the battlers. Just as the first Freshman pierced the multitude the light "accidentally" went out and when it miraculously lit itself up again, the ring center was a seething mass of writhing human bodies in all the throes of primeval, hand-to-hand combat. After several minutes trying out their opponents the combatants grouped and several here and there could be seen putting the finishing touches on a luckless foe, touches being strings, ropes, or chains. It only

looted an hour or so but it was some scrap while it lasted, with 24 pulling the comeback stunt after being seemingly defeated. Individual prizes cannot here be awarded but it seems that Harris Dix Standau and Ellis dre wbig crowds, while Moorehead, Wilson, Fritterer and Boland went big for the wee ones. Football men were jerked and only the lesser lights of the Sophs got the coveted trip to the byways and hedges. Several incidents of the various excursions might be mentioned, but had better be left unsaid, don't you think?

Well, it is too bad to put such an unflattering ending to the above brave picture. There was a pipe rush or two on Saturday. Only a few noticeable things may be mentioned—the absence of 'Fessor, the return to Eden, and the age-old stunt of grabbing the pipe from the side lines.

R. O. T. C.

The outfit this year, under Lieut. Montgomery, has promises of a successful term. Already evidences of military precision and accuracy are apparent. Lieut. Montgomery, a West Point graduate of two years ago, has had wide experience in R. O. T. C. work, and assisted by Sgts. Kearns and ——— is starting things off with a bang.

The officers appointed thus far are: McDargh, Major; Joslin, Dix, McWhinney, Captains; Harris, Tetzels, Adams, Albright, 1st Lieuts.; Ryan, Lentz, 2nd Lieuts.

The Lieutenants' plan is to leave as much responsibility as is possible in the hands of the officers. Also, every man in the corps is to have a chance to show his ability in taking charge of men.

Firing the small bore on the outdoor range for qualification for service rifle work is being carried on now.

A new order provides that the R. O. T. C. be equipped with caps, spiral leggings and insignia for the officers.

With the incorporation of the student body, Rose will be able to turn out one of the most proficient units in the country.

RAILROADS LONGEST ELECTRIFICATION

On March 6th, the Chicago, Milwaukee & St. Paul Railroad opened its newly electrified division between Seattle, Wash., and Othello, Wash., a distance of 208 miles. This division runs over the divide of the Cascade range, and takes in some very heavy grades, the maximum being a 17-mile 2.2 per cent, from the Columbia River to the west, and a 19-mile 1.7 per cent, from Cedar Falls east, to the summit. By electrifying this division, the C. M. & St. Paul has completed the longest stretch of electrified railroad in the world, the total length being 660 miles.

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When the institute opened this fall the Technic found itself minus the service of two of its most valuable members. Anstead, assistant editor, and Smith, alumni editor, did not return. These men had each had a year's experience on the staff and their loss will be keenly felt. These vacancies have not yet been filled and probably will not be for several weeks.

The Technic is not the publication of a few students. It is the publication of all the students of Rose and everybody should help make it a success. Jokes appearing in college periodicals all over the country are being quoted in other magazines and upon the screen. This is an excellent form of advertising and goes a long way toward putting a college "on the map."

Has the Rose Technic ever been quoted? If it has it was unknown to us. If you hear a good joke in the classrooms or outside, write it down and put it in the Technic box in the registrar's office. If any of you are willing to work and want to get on the Technic staff, turn your name in and you will be given work to do. It is from these men that vacancies now on the staff will be filled.

Another way you can support the Technic is to boost our advertisers. There are men in Terre Haute who support Rose and there are some who don't. Those who support us are the ones advertising in the Technic. It is your duty in turn to support them. Boost our advertisers.

THE NON-CAPITALISTIC CAPTAIN OF INDUSTRY

(An Editorial from The Lexington (Ky.) Leader of May 1, 1920.)

The Engineer.

Outside of the professor and the captain of industry few people realize the evolution that has come in engineering. Plain humans have evolved but slowly in a half century, but today you find the engineer everywhere.

In all walks of production and industry except, perhaps, the industry of farming, the engineer is called in first. Few capitalists will risk their money, and time, on a project until competent engineers have gone over the ground thoroughly and endorsed it. Indeed, it is now a large practice for engineers of ability to seek out

independently opportunities for the investment of capital or for the utilization of natural resources. Herbert Hoover himself is one of the successful examples of this latter class who are sure to grow in numbers and influence every year.

The engineer is becoming so important, as a matter of fact, that the day may not be long distant when he will take first place in industry and progress the place occupied for centuries by the capitalist.

And will not the world be a better place for humans when that happens? The capitalist sits in his office by day, the lord of all he surveys, and at night associates with his own class. His chief affair in life is how to make money and how to spend it. In most cases he is totally materialistic—not entirely because he wants to be, but because his environment and habits of life restrict him. He is cold spiritually because he doesn't mingle personally with the world's throngs. Thus when a problem comes to him involving masses of people he naturally trends to the materialistic side.

But the engineer! The very nature of his life's work carries him daily among the people, where he sees their problems, where he is often compelled to live as they live, work as they work and take risks that they take.

It is easy to recognize which man should have first place in this worldful of human beings—the capitalistic captain of industry or the engineer.

Three hundred and six men placed in one month is the record established by the service department of the American Association of Engineers in August. These placements were made through the efforts of the national office and branch employment bureaus maintained by A. A. E. chapters in Pittsburgh, Chicago, New York, Washington, El Paso, Twin Cities, Butte, Seattle, San Francisco, Detroit and Chattanooga. Almost 3,000 men were referred to positions during the month.

A national conference of engineering employment sponsored by the American Association of Engineers will be held in Chicago on November 12, 1920. Practically all free employment bureaus will have representatives at this conference. All employment managers of the large industries and employers of technical men will be invited to attend and participate. The object of this conference is to provide a forum for solution of industrial relations problems affecting employers and engineers.

A proposed engineers' license law will be considered by the engineers of Ohio at a meeting in Columbus on July 9th, according to a notice issued by C. L. Rood, president of the Association of Ohio Technical Societies and president of the Ohio Assembly of the American Association of Engineers.

Chapters of the American Association of Engineers in Arizona are preparing a license bill to be introduced in the next legislature.

The American Association of Engineers had 20,890 members in good standing on September 18.

UNLOADING GRAIN ELECTRICALLY

The mechanical equipment used in unloading grain consists of wooden shovels, which are pulled along the floor of the car by ropes pushing the loose grains ahead of them, and being guided by hand.

Power is supplied by a counter-shaft driven usually by an induction motor. The shovels are pulled to the corner of the car by hand, then by pulling the rope, a ratchet will be thrown into a set of teeth in the driving mechanism, setting in motion a drum which winds up the cable at-

tached to the shovel, or scoop, and pulls it to the door of the car, the grain being pushed out ahead of it. The operator walks behind the shovel and guides it by hand.

When a given amount of cable is wound around the drum the clutch is automatically released, and the drum runs idle, so the shovel can be started in a new place. By using this apparatus a man can unload a car in from fifteen to twenty minutes, and when run in groups, it only requires from four to six horse power per shovel. Induction motors are used, because there is no danger from sparking at the brushes, which might very easily cause a fire, because of the highly inflammable nature of grain dust.

ELECTRIC ARC WELDING IS MADE AUTOMATIC

New Device Designed to Take Place of the Hand Controlled Electrode

The operation known as electric arc welding is made possible by the fact that when a live circuit is broken, an arc is formed between the two ends of the break. As long as these two ends are maintained at a proper distance from each other, this arc will continue to burn, with such an intense heat that one of the ends of the circuit is melted off, some of it being deposited on the other. In arc welding this is accomplished by making the wire electrode one end of the broken circuit, and the object to be welded, the other. The arc is allowed to become long enough to melt the wire electrode but not so long as to permit air to mingle with the metal in transit, and oxidize it, so that metal in a pure condition is deposited on the work. Naturally it is important to keep the two ends at such a distance apart that the arc will not break or permit the entrance of air, to secure the best results. This necessitates delivering a uniform supply of wire to the arc, at such speed as to keep it constant, allowing for the shortening of the wire electrode, and slight irregularities in the work. Should, for some reason, the arc be broken, the machine will automatically and promptly re-establish it and proceed with the welding.

This is accomplished by a new device perfected by the General Electric Company, and soon to be put on the market, which is known as the Automatic Arc Welder. This welder, for use with the regular welding set, is designed to take the place of the hand controlled electrode. It consists of a pair of rollers, called feed rolls, driven by a small direct current motor, which draw in, and deliver to the arc a steady supply of wire and automatically maintain the best working distance. The whole is controlled from a small panel.

It is possible to start and stop the equipment from the work by a pendant push button, but adjustment of the feed conditions must be made from the panel. With this outfit a practically steady arc can be secured, which is greatly superior in smoothness of operation to any hand controlled arc, consequently increasing the speed of welding.

The whole apparatus is mounted on a base which can be bolted to any form of support. Thus a great variety of working conditions can be met, but provision must be made for carrying the arc at uniform speed along the weld.

The device is especially valuable where a large amount of routine welding is to be done, since it is capable of from two to six times the speed possible to skilled operators and gives a uniform weld of improved quality. It



THE KREMLIN, MOSCOW

Most of the famous buildings of the world are equipped with Otis Elevators

THE KREMLIN is the citadel of Moscow. The walls of the triangular enclosure were built in the year that Columbus discovered America. Much of the history of Russia—a dark tale of intrigue, mystery and bloodshed—was enacted in the Kremlin buildings.

The present Great Palace dates back only to Napoleon's day, for his soldiers burned the old palace. There are two Otis Automatic Push Button Elevators in the Great Palace. There is another Otis Elevator in the Nicholas Palace.

This is significant of the world-wide scope of Otis activities. From the first crude hydraulic elevators to the modern miracle of automatic vertical transportation, Otis has led the way and even now is continually developing new and better methods and machinery.

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is adaptable to welding seams of tanks and plates, rebuilding worn or inaccurately turned shafts, rebuilding worn threads and flanges of wheels, and many other kinds of work.

AN ANGLO-AMERICAN MISUNDERSTANDING.

"There is a cheering yarn that is spreading rapidly, although I have not yet seen it in print," writes a correspondent. "I acquired it from a lady of gray hair and eminent respectability so perhaps it may be considered convenient pour les jeunes filles, or even the Services.

"The scene is a British railway carriage, of the type known as 'American' because, unlike the majority, it has an aisle the length of the car. Two U. S. soldiers in khaki were standing in the aisle, near a prim and elderly English lady and her daughter. Mother and daughter were gathering their belongings, preparing to alight at the next station.

"Suddenly the elder lady nudged her daughter and whispered in evident trepidation: 'Mary, mind what I say! When we get off do just as I do, and back down the aisle. I can't tell you why now.' Daughter dutifully obeyed and both ladies left the train as if departing from the presence of royalty. Safely arrived on the platform, daughter naturally asked why. 'Mary,' said her mother, 'you saw those two American soldiers—they call them dough-boys, I believe. Well, when we started to get out I overheard one of them say to the other: "When those two dames get off we'll pinch their seats!"'—Army and Navy Journal.

Boost The Technic

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HOW TO DEVELOP GOOD RESEARCH WORKERS

Practice in Doing and Planning to Do Should Have Part in Education.

To the devotee scientific research may well become a religion, but whether he sees in the infinite possibilities of matter only the necessary results of permutation among seventy-odd decaying elements or the hand of an all-wise Creator ever uncovering new principles to hopeful investigators, he cannot be blind to the blessings of new truth. This is not produced to order. Conventions do not establish it. It comes only from following with interest Nature's devious and unexpected ways, studying apparently irrelevant phenomena, learning by experiment, regardless of aim. And since it is important to us that pioneer effort be individualistic, wanton, clean, but vagabond, it is this rare type of teacher whom we must support.

The history of voice projection well illustrates this point. At its speaking-tube stage the expert might well have said: "Metal pipes of a certain dimension make the best voice-carriers, not too small and certainly not stopped up; possibly we may improve them by trying different metals." But irrelevant new truths not only reduced the pipe to thread-size but plugged it up completely, and so the telephone is a long step in advance of the speaking tube.

At that stage the expert might have said: Wire of a particular size is best, not too small and certainly not disconnected; soldered contacts preferred. To improve, try different kinds of wire." But vagrant truth, offspring of pure devotion and inquisitiveness,

disconnected the wire and discarded it altogether, and the wireless voice goes around the world, reaching speeding ship and aeroplane.

Practice in doing and planning to do are part of good engineering training. This was the ground for the introduction of laboratory and field work into engineering schools. This develops our efferent system, which, with the afferent and the will, is necessary to a well-rounded individual. Our sports illustrate it. No college sport could be put over if it did not contain some of the same elements which make engineering attractive. No one would play the game if it were always a copy or a repetition. If there were no feared defeat nor hoped-for victory, no new stresses applied, no new materials discovered and no return but gate receipts there would be no real amateurs and no sport. When this is applied to engineering proper it meets a perfect analogue. Few good engineers play for the gate receipts; they are led on by a will to accomplish. They seldom reproduce a move or repeat a major operation. They are usually trying some new stunt and are elated or depressed with emphasis because effects are relatively permanent. But the mental tools and processes are just like those of clean-cut sport.

During the season the ball team and the trainers work over all the novelties they can collectively invent. Groups of engineers do this all the time. Now, with a picture before us of a lot of healthy young Americans about the training table discussing moves never tried before, take a look at the present engineering professor and his class. Overlook the fact that the training table might be a good start for all of them. Are they wondering what would be the result of some new move, or raising questions not answered in the books? Usually not, because that would interrupt the orderly system of fact storage. The natural wish and will to try the new thus gradually weakens under the pressure of endless records of others' trials. The efferent nerve atrophies from lack of exercise, while the afferent palsies in exhaustion.

The heart of this note is the hope that we may realize that we must raise and support as teachers inquisitive searchers of Nature.

ALUMNI NOTES

George Brooks, '16, John F. Denehie, '94, Mahlon Manson, '16, and Roland Smith, '15, were recent visitors to the Institute.

E. D. Brauns, '15, visited the Institute last week. He is now with the Claude S. Gordon Co. at Indianapolis, Ind.

Frank Wente, '12, is assisting Coach Gilbert with the football team.

Goldsborough Robinson, '18, is with the C. Mengel Co. of Louisville, Ky. Antonio de Gouvea, '18, is Superintending Engineer of Lloyd Brazillero of New York City.

Clinton B. Kidder, '88, died Sept. 10 at Fergus Falls, Minn.

FOURTH ELECTRIC SHIP

The superdreadnought, Maryland, launched at Newport News, Va., is the fourth electrically propelled battleship of the United States Navy and sister ship of the California; which is being put into commission at the Mare Island Navy Yard, San Francisco.

Like her prototype, the New Mexico, pioneer electric warship of the world, the Maryland is electrical throughout.

Read the Ads

FRATERNITY NOTES

ALPHA TAU OMEGA NOTES.

The members of Gamma Gamma gathered Tuesday night, September 28, at the summer home of Harry Cliff, south of the city. This is the first of a series of parties to be given this term and was in the form of a farewell for Kari A. Froeb, '20, who leaves for a post-graduate course at Boston Tech. The good time enjoyed should warrant another get-together in the near future.

THETA XI NOTES.

Theta Xi announces the marriage of Norman A. Ruston, '20, to Miss Ruth Benjamin, to take place Oct. 16, 1920. Also the marriage of Rolland Dix, '23, to Miss Zula Junker on July 4th, 1920.

W. C. Wente, '12, who spent the week of Sept. 27 coaching the varsity line, was a guest of the chapter.

W. C. Woodling, '18, and G. K. Woodling, '20, visited the Chapter house.

Rolland Rawlings and Z. X. Bennett, both of the 1922 class, are attending the Colorado School of Mines this year.

F. M. Stone, '20, is instructor in Electrical laboratory and Radio.

L. S. Stinson, '19, visited the Chapter during his vacation.

BRAZILIAN RAILROAD TO BE ELECTRIFIED BY AMERICANS

The General Electric Company has received a contract for the electrification of the Paulista Railroad.

This project embraces one of the largest railway electrification plans in the world, rivaling, it is said, that for the Chicago, Milwaukee & St. Paul Railway, which work foremost engineers in the United States consider a model for the solution of one of the greatest transportation problems as it exists today.

Successful completion will probably assure electrification of additional lines in Brazil and other South American countries.

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Where can a man buy a cap for his knee,

Or a key for a lock of his hair?

Or can his eyes be an academy,

Because there are pupils there?

In the crown of his head what gems are found?

Who travels the bridge of his nose?

Does the calf of his leg become hungry at times

And devour the corn on his toes?

Can the crook of his elbow be sent to jail?

Where's the shade from the palm of his hand?

How does he sharpen his shoulder blades?

I'm hanged if I understand.

—American Legion Weekly.

SMART ALECKS.

Slick City Feller: "See that hill over there? Well, it's all bluff."

Just as Slick Farmer: "See that cow over there? Well, it's all bull."—American Legion Weekly.

NO! NO!

Jack: So she turned you down, eh?

George: Yes, I always was unlucky at love. Why, if I had been Adam, I'll bet Eve would have remained an old maid.—Panther.

ATTENTION—CRITICS!

Johnny (at the circus): Maw, that there elephant's biggern Hell, ain't he?

Maw: Johnny, how many times have I told you not to say 'ain't'?—Scalper.

When you get up in the air
Or wish to make a flight,
You don't have to use your fancy—
Thanks to Mr. Wilbur Wright.

When you haven't time to see her,
But have something nice to tell,
You can step into a phone booth—
Thanks to Mr. Alex Bell.

When you'd like to take her riding,
But can't even raise your board,
Just step out and hail a jitney—
Thanks to Mr. Henry Ford.

And when you think you've something good,
And you're chuck-full to the neck,
Let it leak out of your system
Thru our organ: The Rose Tech.

He must have been a Chemist.
Historia—The mediaeval monks
used to wear horse-hair skirts as an
act of penance; how'd you like to do
that?

Histeria—I'd be tickled to death.
—Pelican.

Adam stood and watched his wife
Fall from an apple tree.
"Ah ha! at last I've found her out!
Eavesdropping," muttered he.
—Pelican.

Old Mr. Hubbard
Went to the cupboard,
To give his poor throat a drink;
But when he came nigh,
The cupboard was dry,
And so was old H. I think.
—Pelican.

Guest—Thanks for that drink.
Host—Don't mention it.
Guest—Lord, no; I won't tell a soul.
—Chaparral.

REST IN PIECES.

Johnny bought an aeroplane,
To while away the hours,

He looped and zoomed and tailspun
till

The papers said "No flowers."

—Milpitas Statesman.

Van Goofem drank wood alcohol,
A thing which no man oughter,

However great his thirst He leaves
A widow and a daughter,

—Grass Valley Standard.

Arthur took a drink of cream,
And drank till he was sated.

X marks the spot where Arthur lies,
For Arthur was creamated.

—Goleta Trade-wind.

Little Edward fell from out
A giant redwood tree.

The body will be forwarded
To Memphis, Tennessee.

—Anaheim Staats-Zeitung.

Reggie's lungs were very small;
He started out to swell 'em;
Pump wouldn't stop: the grass grows
green
O'er Reggie's cerebellum.

—La Honda Enterprise.

Willie bought a brand-new car,
And started out to drive it;
He wrapped it 'round a fire-plug—
Interment strictly private.

—Pelican.

The Sergeant tried to play football,
But found it was too tough.
They fired a volley o'er his grave—
The boys had played too rough.

A most sophisticated maid
Is that young co-ed Mary.
The well known proverb she has
changed,

To "Eat, wink, but be wary."

—Pelican.



Ain't he a beauty?

It is about time that all frosh be-
came acquainted with the joke about
the inmate of the Deaf and Dumb
asylum who, when a water-heater
exploded, broke his thumb hollering
"Fire!"—Scalper.

"It was so dark ahead of me that
I could scarcely see him. Presently
he slipped and fell on his hips."

"It it was as dark as you say, how
do you know he fell on his hips?"

"I heard the tinkle of broken glass."
—Judge.

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